\$500,000 GOLD GOES TO PARIS.

PHILADELPHIA BANK HUSTLED IT FROM NEW YORK. Transaction That Puzzled the Wall Street Exchange Sharps, Who Don't See Where the Profit Comes In-No ndications That More Will Go Just Now

Wall Street was surprised yesterday by the withdrawal from the United States Assay Office of \$500,000 in gold bars for export to Europe. The withdrawal was made by the Merchauts' National Bank of Philadelphia, whose agent was introduced Philadelphia, whose agent was introduced at the Assay Office by a representative of the Hanover National Bank, one of the local correspondents of the Philadelphia bank. They called at the office at 10:30 o'clock in the morning; the gold bars were at once made ready for removal and were taken to the steamship Kaiser Wilhelm II.

which sailed at 4 o'clook.

This is the first time that a direct ship-This is the first time that a direct shipment of gold to Europe has been made from this city by a Philadelphia bank. There has been some talk recently in the financial district about the possibility of gold exports, because of the easiness of the local money market and the strengthening tendency of exchange rates. Local foreign exchange authorities, however, took the ground that shipments were not yet warranted. They adhered to this position vesterday, notwithstanding the action of the Philadelphia bank. They said that they had been surprised at recent operations in foreign exchange by the Philadelphia institution, they did not, they asserted, see how a number of these operations could have resulted in profit, and they could not see how a profit could be garnered by the present gold export.

see how a profit could be garnered by the present gold export.

The local foreign exchange market showed a distinctly easier tendency yesterday and demand sterling which had been quoted as high as \$4.8770, declined to \$4.8780 at the close. Some of the foreign brokers attributed the easier tone of the market to a tower tendency of discounts in London which they said probably presaged a rejection in the Bank of England rate towers.

enction in the Bank of England rate tomorrow.

The gold sent by the Merchants' National
Bank of Philadelphia goes direct to Paris.
According to despatches received in Wall
Street from Philadelphia, the bank's officers
said that the shipment was a "special one"
and was made at a profit. The last previous
direct export of gold to Europe was on
Aug. 6, 1902, when \$500,000 was sent to Germany on a special transaction. The gold
exporting movement of last year normally
ended in July and the total amount exported for the year was \$26,363,130. The
exchange market hovered around the gold
export point last fall and early in the winter,
but the tightness of money rates then
helped to prevent a movement which the
international banking interests were opposed to and did all in their power to
prevent.

The easiness of the local money market at the present time would operate favorably toward bringing about an export movement of gold to Europe should there he any particular demand from abroad that would put exchange rates above the gold shipping point. No inducement to the arrangement of gold shippinents is being offered, however, from London, and Paris appears at the present time the only European centre that might desire such remittances.

NO "TIN CAN TRUST" DIVIDEND. Stockholder Criticises Management-W. H.

Moore Says It Will Pay in & Months. Orticlem of the management of the American Can Company, popularly known as the "Tin Can Trust," developed at the annual meeting of the company's stockholders in Jersey City yesterday. A net

on a thoroughly business basis and that within the next six months it will be proper to begin the payment of dividends on the preferred stock.

The ticket offered by the management was elected, A. H. Apfel, F. Budolph, L. Muench and T. G. Cramwell being made directors of the fourth class. S. A. Ginna was nominated but declined reflection and Mr. Apfel was nominated in his place. He and Mr. Muench are new members. Following the election the directors met and made some changes in the officers of the company. The order of first and second vice-presidents was discontinued. A. H. Apfel and F. Rudolph were elected vice-presidents, making the number now four. R. H. Ismond succeeded A. H. Landon as secretary. D. G. Reid was elected chairman of the board, this being a new office.

as secretary. D. G. Reid was elected chairman of the board, this being a new office.

In his report to the stockholders President F. A. Assmann said: "The company does not owe any money except for current accounts, and discounts all its bills, and is in good financial condition. When the company was formed, and since, there were taken over 122 plants. To-day it is operating in thirty-six can factories and in addition it has erected two detinning plants, one of which is now in successful operation; the other will commence shortly. It has made preparation to close five more an factories and one, or perhaps two, machine shops, and it will then operate thirty-one can factories, one or two machine shops and two detinning plants. The company has strictly adhered to its policy in expending its earnings in the concentration and development of its plants. There have been charged to new construction and improvements during the facel year \$1,441.470 and a large sum of money, upward of \$1,000,000, has been charged to operating expenses for the concentration of its plants. The necessity for these extraordinary expenses for the concentration of its plants. The necessity for these extraordinary expenses has now practically ceased. Had not this amount of \$1,000,000 been charged to operating expenses the earnings would have been \$1,865,711. The trade conditions for the near future are encouraging."

For the year ended March \$1, 1903, a profit and loss surplus was shown of \$2,662,753 against \$1,775,564 for the previous year. The net sales of the company for the year amounted to \$22,876,894. The total cost of the year of \$880,711.

On the Broad street curb market there was a sharp break in the price of American Can preferred stock attributed to disception the day sold at \$45, declined to \$41%, but had again rallied to \$45 at the clos

More than three-quarters of the stock of the companies in the new electric combination in New Jersey is said to have been deposited with the Fidelity Trust Company, which is und arwriting the \$25,000,000 project, and the name of Public Utilities (Company of New Jersey has been chosen to designate the new combination of interests in which the projectors hope to include the Essex and Hudson Gas Company.

On the price recessions that immediately followed the announcement of the franchiso tax decision very little atook came out. Transactions were small in volume, loss of 160, 200 and 300 shares largely predominating. On the advance the volume increased sharply. Tape readers made a point of these facts. A floor trader explained after the close of the market that when those who had been selling atocks short in anticipation of the decision undertook to get them back they found that "the stocks were not there." Instead of the violent selling movement that many traders had expected the market appeared all of a sudden to be bare of stocks, and the shorts had to bid sharply to cover their contracts. This result was a great surprise to the bear party. Traders had been discounting the decision for several days, but few of them supposed it had been fully discounted. One broker said last night: "Why, people have been selling stocks for two years off and on because they expected this and here list week the room crowd began to discount it all over again. I should say the news was already oversold."

already oversold."

Both Brooklyn Rapid Transit and Manhattan closed at fractional net gains and Metropolitan closed a point above its lowest, showing a net loss of only 1/2 point. Street & Norton were offering Metropolitan down at 2 o'clock when news of the decision was received. Wormser, Potter and shorts were the heaviest buyers. E. C. Potter & Co. are said to have been selling the stock for some time past, and the Wormsers have been bearing it for months.

Money brokers find the commission houses very indifferent about money. Their needs are moderate because they are carrying so few stocks. One money broker said yesterfew stocks. One money broker said yester-day that he had been around offering millions at 3 per cent, and that the best the stock brokers would bid him for large amounts was 2 per cent. They told him they would cancel their 3 per cent, loans and take his money at 2 per cent. Commission houses are carrying smaller lines of stock than at any previous time in four or five years, and seeing no promise of a revival of outside inter-table and the stock in with money at any price.

Brokers are grumbling incessantly over the decline of business. To be in possession of the new exchange with its great facilities when there are not enough commissions going around to pay interest on the market price of seats is a qualified satisfaction, and the members are feeling depressed. It is not the commission brokers alone who grumble. The two-dollar men are having a hard time of it. The inactivity of many trading interests and the absence of a few such men as, for example, Harry Content, reduce a professional market to senething vary study. It was in one day, which meant 50,000 shares for some-body else, and it is easy to see, therefore, how the absence of several such men as he and the inactivity of a few big traders burt business. The Waldorf crowd appears to have lost interest in the market. It, alone, used to contribute from 25,000 to 100,000 shares on a single demonstration. It has been thought lately to be seiling the market, but only for

C. M. Minzesheimer was a heavy buyer around the room resterday. Baruch and his following were supposed to be selling in the forenoon. Harry Bamberger, of Wolf Bros., was a prominent buyer of Atchison, St. Paul, Union Pacific and Pennsylvania. Frank Savin helped to sell Union Pacific There is a good deal of bullish talk around

on Erie. Recent buying is said to have looked rather good. The March statement showing an increase of \$312.239 in net earnings has created a friendly feeling for the stock among traders.

Street & Norton were the heaviest sellers of Rock Island. The Moore growd is understood to regard the market as a scalping affair for the time being.

holders in Jersey City yesterday. A net profit of \$856,711 reported for the year ended March 21, 1903, was not satisfactory to several of those present. It compared with \$1,775,504 in the previous year. One stockholder who protested said there was no reason why, with proper management, the company should have competition or why it should not pay the 7 per cent. dividends to which the preferred stock is entitled. He wanted an expert appointed to examine the books and said that the stock should be listed on the New York Stock Exchange.

William H. Moore, a leading director of the company, said that the company was not a thoroughly business basis and that within the next six months it will be proper.

A specialist in Pennsylvania says the atter A specialist in reansylvania says the atten-tion that has been called to the abnormal size of the short interest has caused a lot of atop-loss orders to be introduced for the pro-tection of short traders. The transfer books

Arbitrage houses sold about 10,000 shares on balance here yesterday. It is estimated that London's selling in this market during that London's selling in this market during the past ten days has amounted to fully 125,000 shares, or about 25,000 more than the buying that preceded the advance from Easter Monday's low level. The impression among the foreign houses is that an arbitrage lipe of something like 100,000 shares has been sold at a small average profit, and some believe there is now a moderate arbitrage short interest in this market.

short interest in this market.

The sharp decline of Southern Pacific was largely at the expense of stop-loss orders, the largest of which was at 54. From \$4% the price breke to 53% on a single transaction of 100 shares. The next transaction was 1,200 shares at 53% and the next after that was 100 at 54%. One of the specialists called ft a cleaning up and said the incident was of no particular significance. Those who watched the trading got the impression that the stock market was depressed for the apecial purpose of uncovering the stop orders that had accumulated in the hands of specialists all the way down to 54. There was no news bearing on the stock, but its decline had a depressing effect upon the trading sentiment generally. Union Pacific developed a kind of sympathetic weakness, but rallied more than 1 per cent, from the extreme low price of 93%. The ease with which both stocks recovered in the early afternoon served to offsat the unfavorable impression produced by the demonstrative selling, especially of Southern Pacific. After the last of the stop-loss orders had been taken around 55 the stock rallied very briskly and closed at 55%.

tempts to distribute stock have failed.

Amalgamated Copper was conspicuously strong throughout the session and advanced sharply in the late afternoon. The publication of a very builtish article by a Boston financial paper that has been violently bearish on the stock for a long time astracted considerable attention. The article was not only friendly but hinted strongly at an increase of the dividend rate. Traders who sold the stock heavily in Monday's session bought it back yesterday, and there was also reported good buying of the particular character that has often presaged an upward movement. This buying was different from the speculative accumulation that has been remarked lately and favorably impressed the specialists. Boston took stock rather freely yesterday and there was some local speculative buying around 65.

GETS ARANSAS PASS RAILWAY.

FRISCO COMPLETES DEAL FOR A GULF PORT.

pended When the Negotiations With Book Island Were On Entrance to Houston and Connection With the Mexican National Are; Secured.

Arrangements have been practically completed by which the St. Louis and San Francisco Rathroad will take over from the Southern Pacific the San Antonio and Aranasa Pass Railway, which operates some 687 miles of road in the southeastern part of Texas, running through rich lumber and agricultural tracts, with an outlet on the Gulf of Maximus Aranasa Pass and agricultural tracts, with an outlet on the Gulf of Mexico at Araneas Pass. That such a deal was on was intimated by the Southern Pacific's counsel, Judge Lovett, in his testimony before the Railroad Com-mission in Austin on Monday, and this was

confirmed here yesterday.

President B. F. Yoskum of the Prisco President B. F. Yoakum of the Prisco was asked yesterday to confirm the report, but refused absolutely to discuss it. It was learned in other quarters however, that the deal is practically completed. It was a part of the programme of expansion laid out by President Yoakum long ago, and it is known that it was within one day of completion when Rock Island interests made advances to President Yoakum which resulted in the recently terminated Prisco-Rock Island negotiations.

While these negotiations were on the San Antonio matter was held in abeyance. The Rock Island deal never passed beyond a tentative agreement and as soon as it became evident that the negotiations would lead to nothing President Yoakum again resumed those with the Southern Pacific for the San Antonio and Aransas Pass Railway.

The purchased road runs from Kerryfile, Kerr county, Tex., to Houston, 308 miles; from Kenedy to Corpus Christi, 90 miles; Yoakum to Waco, 170 miles; Skidmore to Alice, 43 miles, and Shiner to Lockhart, 54 miles. The road was reorganized in 1833 without foreolosure, the Southern Pacific owns \$2,000,000 stock of the company.

The present terminus of the Prisco is

ern Pacific owns \$2,000,000 stock of the company.

The present terminus of the Frieco is Brady, Tex., some eighty niles direct from Kerrville, the western end of the San Antonio. Besides this direct route, a second is under consideration. This is some thirty miles longer, but passes through Fredericksburg, the county seat of Gillespie county, and several other growing towns. If this second route is selected the connecting road will probably join the San Antonio a number of miles south of Kerrville.

Beside the tapping of a new and fertile country the purchase gives to Frisco a Guif port, an entrance into Houston and a connection with the Mexican National Railroad at Alice, Tex.

TRAFFIC TIED UP SEVEN HOURS. Wrock on the Lackswanns at Creece, Pa.

SCHANTON, Pa., April 28.—A wreck that for seven hours delayed passenger and other traffic, occurred at Cresco on the Delaware, Lackawanna and Western Rail-Delaware, Lackawanna and Western Railroad this morning at 2:39 o'clock. Seven
cars of Train 54, the second section of the
through freight, became derailed one and a
half miles east of Cresco. The wreck was
caused by a broken wheel on a mest car.

The train was carrying export mests
to Hoboken for ocean shipment. It was
going at a swift rate of speed when the
wheel enapped. In the crash some of the
cars were piled up on one another and
others stretched in signing fashion across
the tracks, blocking through traffic till
18 o'clock this forences. Two passenger
trains from Buffale bound for New Tork
were sent to Pittston over the Elonmaburg
division and from Pittston over the Lehigh
Valley foad this forences.

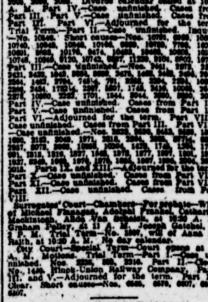
The National Works at Youngstown, Ohlo, which are now relling steel rails, will be set at rolling tin bars. Although the Steel Corporation has its entire rail capacity sold for all this year and the first half of next year the demand for tin plate is so heavy and the shortage in tin bars so serious that it will utilize the Youngstown mills in an effort to meet the pressure for tin.

FINANCIAL NOTES.

At the office of J. P. Morgan & Co. yesterday it was stated that there was no truth in a report that a readjustment of the stock allotments of the International Mercantile Marine Company was under consideration.

Pending the completion of the Wall-Exchange Building, the National Bank of North America has removed from \$5 William street, the old building of the Bank of the State of New York, so offices next door, last cocupied by the Atlantic Trust Company.

President Underwood of the Eric Railroad denied emphatically yesterday the report that his road was to build into Pitteburg.



ALBANT, April 21.—The Court of Appeals to day handed down the following decisions:

Park & Sone, appellant, vs. National Wholesale Druggists' Association: Meetinle, appellant, vs. Acquis; Matthie, appellant, vs. Once fire Insurance Company; New York County National Bank, respondent, vs. American Surety Company; Adler, respondent, vs. American Surety Company; Adler, respondent, vs. American Surety Company; Adler, respondent, vs. Meeting and another; Appellant, vs. Reiner, appellant, vs. Hopfins and another; New Jersey Steamboat Company; Person, respondent, vs. Stall and apoliser, Reiny et al.; Nevins, respondent, vs. Bullade, locchester and Pitisburg Hailway Company; Dunbon, appellant, vs. James and another: Plakery, appellant, vs. Carcy et al.; Greatmayer, respondent, assministrator, vs. South Brookly; Savings Institution; Judgments affirmed with costs.

Stephens, appellant, vs. New York, Ontario and Western Railway Company; Ludwig, respondent, vs. Metropolitan Street Railway Company; Judgments reversed; hew trial granted, doubt to abide event.

NEWARK, New Jersey, April 27th, 1903.

To the Shareholders of

North Jersey Street Railway Company. Jersey City, Hoboken and Paterson Street Railway Company. Orange and Passaic Valley Railway Company. Elizabeth, Plainfield and Central Jersey Railway Company. United Electric Company of New Jersey.

Notice is given that the plan set forth in the proposition of Pidelity Trust Company, dated Newark, New Jersey, April 9th, 1903, has become operative, more than three-quarters of the stocks of each of the companies named above having been deposited under the terms of said proposition.

Por the cenvenience of shareholders who have not been able to deposit their stock on or before this date, the time within which deposits may be made under the terms of said proposition of Pidelity Trust Company is hereby extended to the close of business on May 9th, 1903.

Shareholders who desire to avail themselves of this extension of the period of deposit may accept the said proposition of Fidelity Trust Company by depositing their stock on or before the close of business on Saturday, May 9th, 1903, with idelity Trust Company, or its authorized agents; New Jersey-Title Guarantee and Trust Company, Jersey City: Manhattan Trust Company, New York, or Commercial Trust Company, Philadelphia.

Certificates of stock must be endorsed in blank at the time of deposit. The Trust Company will issue its negotiable receipts for stock deposited. to be exchanged for the perpetual interest-bearing certificates of the new company as soon as engraved certificates are ready for delivery.

Fidelity Trust Company

U. H. McCARTER, President.

The Colorado Fuel Company.

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WIRELESS NEWS.

PROPOSALA.

GOVERNORS ISLAND, N. Y. H., April 27, 1902.—
Sealed proposals, in triplicate, for furnishing fuel required in Dept. of the East, during year ending June 26, 1804, will be received here and at posts and stations indicated in instructions issued hereunder, until 12 M., May 27, 1808. U. S. reserves right to reject or accept any or all proposals or any part thereof. Information furnished on application. Envelopes containing proposals will be indorsed "Proposals for Fuel at —..." JOHN SIMP-SON, A. Q. M. O.

PORT WE DEWORTH, N. Y. April 20th, 1908.

WEST POINT, N. Y., April 1, 1808.—Séaled proposals, in duplicate, will be received here until 12 M., May 1, 1803. for Building Materials, Flumbing Materials, Hardware, Tools, Faints, Glass, Furnace and Range Parts, and other miscellaneous stores specified on schedules to be had upon application here. The right is reserved to reject or accept any or all proposals, or any part thereof. Inclose proposals in envelope marked "Proposals for Military Supplies," and addressed to Q. M., U. S. M.

Supplies," and addressed to Q. M., U. S. M. A.

FORT SLOCUM, N. Y.—Sealed proposals, in triplicate, for constructing Garbage Crematory bers will be received until 11 o'clock A. M., May 1, 1608. U. S. reserves right to reject or accept any or all proposals. Envelopes to be marked, "Proposal for Garbage Crematory." Further information can be obtained by applying to the undersigned; EDWARD T. DONNELLY, First Lieut. Arty Corps, Quartermaster.

ENGINEER OFFICE, U. S. ARMY, Room 2, Castem Heuse, Norfolk, Va., April 25, 1908.—Realed proposals for dredging Nansemond River, Va., will be received here until 12 M., May 25, 1908, and then publishy opened. Information furnished on application.

of Begun in Baltimere to Prevent the

Telegraph Ce. From Being Gusted.

Balarmona, April 28.—Isidor Raynor, as counsel for the Western Union Telegraph Company, brought a suit to-day in the United States Court, against the Pennsylvania Railroad Company, though technically brought against the Philadelphia, Baitmore and Washington Railroad Company, which is owned by the Pennsylvania, involving the maintenance of the Western Union Telegraph system upon the lines of the Pennsylvania Railroad.

The Pennsylvania Railroad.

The Pennsylvania Railroad. Company, as the bill narrates, has given notice to the Western Union Telegraph Company to remove its whole system of poles and wires from the line of the road by May 15. The bill relies mainly upon the act of Congress passed in the year 1888, giving telegraph companies the right of user upon the lines of all railroads that are post roads of the United States. It charges that the Pennsylvania Railroad is a post road of the United States, and it saks for power from the court to condemn a right of way along the railroad and for the continuance of its system until condemnation proceedings are perfected.

Judge Morris has set a hearing for Tuesday, May 28. Among the interesting statements of the bill are the assertions that the lines of the Western Union system cover 125,000 miles of poles, wires and cables, with 23,000 offices, and that 85,000,000 mesages are sent annually, not including office business, railway business and mesanges sent over leased wires.

Bends te Be Exchanged.

WASHINGTON, April 28 .- The receipts of

PROPOSALA FOR CONSTRUCTION.—Phila. Depot, Q. M. Dep't, 1428 Arch Street, Phila. Pa., April 24, 1908.—Sealed proposals, in triplicate, while received here until it o'clock A. M., Thursday, May 14, 1903, for putting a new roof on Breproof annex of Storehouse No. 3, at Schuyikill Arsensi, this city, including such repairs to wais and upper story as may be necessitated thereby. The work to be done in accordance with the plans and specifications to be seen at said Arsensi. The required ruarantses in 10 per ceut. of the value of the work must accompany each proposal. UNGUARANTEED BIDS will not be censidered. Government reserves the right to reject or accept say or all proposals or any part thereof. Blanks for proposals, de., will be furnished upon application. Envelopes containing proposals to be undorsed to Colonel J. M. havshall, asst. Qr. Mr. General, U. S. A., Depot Quartermaster.

GOVERNOR'S ISLAND, N. Y., April 28, 1908.—Scaled proposals, in triplicate, will be received here until 11 A. M. May 14, 1803, for installing siece tric lighting applicances at Governor's Island, in cluding cable for current from Brooklyn, transformer plant, aerial lines, fixtures, wiring buildings. U. S. reserves right to reject any or all bids information furnished on application. Envelope containing proposals should be marked "Froposals for Lighting System," addressed T. NOR MAN. Q. M.

ENGINEER'S OFFICE, U. S. Army, Room S. Custom House, Norfolk, Va., March 30, 1803.—Sealed proposals for rock removal and constructing rip-rap dam in Roancoke River, near Weldon, N. C. will be received here until 12 M., April 30, 1803, and then publicly opened. Information furnished on application.

C. S. ENGINEER OFFICE, Army Building, New York, April 25, 1008.—Scaled proposals for dredging and rock removal in East filver, N. Y., will be re-ceived here until 12 M., May 25, 1903, and their publicly opened. Information on application, Amos Stickney, Cot., Engra.

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An carle to 8 p. M.
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Ardin 121-128 West 28th St., cult wine.
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CATSKILL RUBSON & COXSACKIE BOATS Leave Pler 43, M. R., every week-day, 6 P. M.

RAILBOADS

8:8 A. M. PENNSYLVANIA LIMITED.—Pulman Compartment Sleeping, Dising, Smoking and Observation Care. For Change, Geverland, Toledo, Detroit, Cincinnait, Indianapolis, Louisville, St. Louis. Dising Car. Por Chings, Geverland, Toledo, Detroit, Cincinnait, Indianapolis, Louisville, St. Louis. Dising Car. For Toledo, Nashville (via Cincinnait and Louisville), Indianapolis, Louisville, St. Louis. Dising Car. 588 P. M. ST. LOUIS EXPRESS.—Per Pittsburg Car. For Weich, Mrs. via Shenardical Valley Route. For Weich, Mrs. via Shenardical Valley Route. For Weich, Mrs. via Shenardical Valley Route. St. Louis. Dining Car. 588 P. M. Partiple Salutdas. Dinher Car. 588 P. M. CLEVELAND AND CIRCLINATE EXPRESS.—For Pittsburg Car. Prisoner Salutday.

628 P. M. CLEVELAND AND CIRCLINATI EXPRESS.—For Pittsburg Giverland and Consinant. Washing Car. 10:10 (Debroases and Cortlandi Streets, 10:20) (Dining Car., 10:35 (Dining Car.) 10:35 (D

THE REPORT OF THE PARTY OF THE

THE FOUR-TRACK THUNK LINE. VIA MIAGARA FALLS.

Trains arrive and depart from Grand Cestral Station, 42d aireet, New Toff, as below:
North and Westbound trains, except those leaving Grand Central Station at Medical Plants of the Celeve passengers ten minutes afer leaving Grand Central Station.

All southbound trains except the "20th Century and the "Empire State Express" and Nos. 26 and 66, will stop at 124th 8t. fon minutes before the arriving time at Grand Central Station.

12.10

A. M.—MIDNIGHT EXPRESS.—Due Almay -555 A. M. Proy 650 A. M.

7.54

A. M.—MIDNIGHT EXPRESS.—Due Almay -555 A. M. Proy 650 A. M.

7.54

A. M.—SYRACUSE LOCAL.—Stops at all important Stations.

2.30

Most famous train in the world. Due Buffalo. 6:35, Nigerar Salis 6:48 F. M.

2.45

Due Buffalo. 6:35, Nigerar Salis 6:48 F. M.

2.46

Due Buffalo 1:36 A. M.

11.30

A. M.—TRUTLAND EXPRESS.—Makes local atops. Due Buffalo 1:36 A. M.

11.30

A. M.—SULTAND EXPRESS.—Due Rutland 7:38 P. M.

11.30

A. M.—SULTAND EXPRESS.—Due Rutland 7:38 P. M.

12.50

A. M.—SULTH NITTED.—Due Buffalo 1:35 A. M.

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7.30 F.M. of Rithand.

NEW YORK CENTRAL ROUTE
BITWEEN

NEW YORK BOSTON AND

LEW ZUGLARD

Via going sid sid life

New York Central and Hedson River R. R. Lessee.)

Trains leave Gessa Contral Staling. Fourth
evenue and ead street, New York, as follows:
19:00 I. M., 122.10 mon., 160 P. M., 162.0 P. M.,

WEST SHORE RAIL ROAD.

Clew Test Contracted By Secon Street, B. Lance, Trains leavy Franklin St. Schmad. New York, as solicow. and is min. letter top. West 22d. S. S. 11:20 A. M. Foot interm. Sells with ADAD. 11:20 A. M. Foot interm. Sells with ADAD. 11:20 P. M. Cont. Line for Darrell, Chi. 6 St. Louis. 12:48 P. M. Cont. Line for Darrell, Chi. 6 St. Louis. 12:48 P. M. Cont. Line for Darrell, Chi. 6 St. Louis. 12:48 P. M. Cont. Line for Darrell, Chi. 6 St. Louis. 12:48 P. M. For Street, Bridge Chevy d. a Calcago. 12:48 P. M. For Syns. Nock. Ming. Pails, 12:46 Chi. 12:16 P. M. For Syns. Nock. Ming. Pails, 12:46 Chi. 12:16 P. M. For Syns. Nock. Ming. Pails, 12:46 Chi. 12:16 P. M. St. (1) at 12:26 P. M. Lave Jersey Chy. Fenn. R. Sac. (1) at 12:26 P. M. Lave Jersey Chy. Fenn. R. Sac. (1) at 12:26 P. M. Tim. tables at principal A. M. (2) at 13:28 P. M. Tim. tables at principal Action and offices. Baggage a accided from bottle or residence, by Westcott Expr.

N. Y. N. H. & H. R. R. and ct. insections.

From Grand Central State 98.

Leave. By Way of 1990 P. M. 1990 P. 10:00 A.M., 'New London and Provided 4.300 P.M.
10:00 A.M., 'New London and Provided 5.30 P.M.
12:00 M. Springfield and Worcester, 5:00 P.M.
10:00 P.M. 'New London and Provided 5:00 P.M.
10:10 P.M. 'New London and Provided 5:00 P.M.
10:00 P.M. 'New London and Provided 5:00 P.M.
10:00 P.M. 'New London and Provided 6:00 P.M.
10:00 P.M. 'New London and Provided 6:00 P.M.
10:00 P.M. 'New London and Providence 6:00 P.M.
11:00 P.M. 'Springfield and Worcester, 100 P.M.
11:00 P.M. 'New London and Providence 6:00 P.M.
11:00 P.M. 'New London and Providence 6:00

C. T. HEMPSTEAD. Gen. Pass. Agent. READING SYSTEM, NEW JERSEY CENTRAL R. R.

South Ferry Rve minutes earlier than above below).

PASTON, BETHLEHEM, ALAENTOWN AND HAUCH CHUNK -24-20, (7:16 Easton only), 5:10 A. M., 120, 6:40, 5:00, (8:46, Easton only), 5:10 A. M., 120, 6:40, 5:00, (8:46, Easton only), 5:10 A. M., 120, 6:40, 5:00, 5:00, 5:00, 5:10 A. M., 5:00 P. M. Sunday, 14-22 A. M., 120, 6:10 A. M., 5:00 P. M. Sunday, 14-22 A. M., 120, 6:10 A. M., 5:00 P. M. Sunday, 14-22 A. M., 120, (2:40, 24:10, Lakewood and Lakehurst only), 5:00 (14:20, 24:10, Lakewood and Lakehurst only), 5:00 (14:20, 24:10, Lakewood only), F. M. Sundays, 10:00 A. M., 71:30 P. M. Sundays, 10:00 A. M., 71:30 P. M. Sundays, 10:00 A. M., 71:30 P. M. Sundays, except Occass Grove, 5:00 A. M., 71:30 P. M. Sundays, except Occass Grove, 5:00 P. M. Sundays, except Occass Grove, 5:00 P. M., Sundays, except Occass Grove, 5:00 P. M., 7:10:10 A. M., 7:20:00, 7:00, 6:10:00, 7

Lv. New York City. South Ferry. Liberty & Chicago, Pictoburg. 1230 at. 1230

Lackawanna Railroad.